

From S. F.:
Chloro Maru, Feb. 2.
For S. F.:
Nile, Jan. 31.
From Vancouver:
Ningara, Feb. 25.
For Vancouver:
Marama, Feb. 24.

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OCEAN LINERS CRASH; 49 DROWNED

DRYDOCK CONTRACTORS ARE HELD RESPONSIBLE

LOCAL FIRM MUST STAND LOSS

DANIELS MAKES HIS DECISION

Cablegram to Merchants' Association Says Noble Plans Will Not Be Followed on Account of Expense—Bottom To Be Put Down on Original Lines—Coast Structure Will Not Conflict with Pearl Harbor Scheme

(By Special Cable)
WASHINGTON, D. C., Jan. 29.—The order to resume work on the Pearl Harbor drydock on the old lines means that the contractors are held responsible by the navy department for the completion of the work. They have been ordered to replace the bottom on the original lines. The plans recommended by Alfred Noble, the engineering expert, are too expensive. Secretary Daniels says that the determination has been reached not to abandon the Pearl Harbor base, and that the plans for a drydock on the Pacific Coast are separate and do not conflict with the Hawaiian proposition.



Secretary Josephus Daniels, of the navy department. He stands by the completion of the Pearl Harbor drydock on the original plans.

ed above, to the effect that the contractors were held responsible for the accident, to the drydock.

"We have received no further word relative to the drydock," said R. W. Atkinson of the Hawaiian Dredging Co. this morning. "We are rushing work to get our equipment in shape to go after the drydock again, as that seems to be what's expected from this end of the concern. We have no news as to the financial end of the deal."

Mr. Atkinson stated that work was progressing on the salvage of the dredger George P. Denison, and that it was hoped to pick up the sunken dredging machinery some time today. In the meantime the dredger B. F. Dillingham is being put into commission to start work on Section 5 of the drydock.

The news from Washington that the dock is to be built on the original site, and according to the original specifications, and that the loss would fall principally on the contractors, is in line with forecasts made in the Star-Bulletin from time to time since the disaster, based on the reports of the various naval boards of investigation, and on statements given out by the commandant. In the minds of those well posted in naval matters, there has never been any doubt as to the ultimate construction of a drydock at Pearl Harbor.

HAWAIIAN DREDGING CO. OFFICIALS HERE STILL SOMEWHAT IN THE DARK

Officers of the Hawaiian Dredging Company here stated this morning that they had received no word from Washington supplemental to the first cable instructing them to resume work. They did not care to make any comment on the word carried in the Star-Bulletin's Washington dispatch print-

JAPANESE WILL CALL MASSMEETING TO DISCUSS IMMIGRATION RULING

That a mass meeting of Japanese and residents of other nationalities of Honolulu will be called early next week to discuss the recent ruling of the United States supreme court regarding the immigration laws, as well as matters pertaining to the rights of Hawaiian-born Japanese, was the information given out this morning by Fred Makino, owner of the Hawaii Hochi, who is making the arrangements for the gathering.

"The idea of the meeting will be to first get all the information necessary and then apply to the Congress or the United States for a modification of the law to the extent that those Japanese who are alien residents of Hawaii may go to Japan and return to these islands at their pleasure," said Mr. Makino. "According to the new ruling, the people of other nationalities are affected as much as the Japanese, and we want to get their views at the mass meeting."

The matters of the value on the mainland of those certificates held by Hawaiian-born Japanese, as well as the recent ruling of the supreme court with regard to the immigration laws, are being made the subject of much discussion in the local Japanese newspapers. All papers are protesting and the Nippon Jiji refers to the ruling of the supreme court as a matter "which is a greater problem than the passage of the anti-alien land holding bill in California."

Under the heading "Immigration Law Should Be Amended," the Hawaii Hochi says:

"By the ruling of Justice Mahlon Pitney of the United States supreme court with regard to the immigration

law, domiciled aliens have been ignored and, as a result of this, the Japanese race is not the only one to receive the blow; in fact, all other nationalities are involved. America, now having a sufficient labor supply, is in a position to elect its immigrants, and this may be inferred by the presentation of bills with the regard to the restriction of immigrants which could be applied not only to Orientals but to others as well. The Burnett immigration bill laid stress on the examination of aliens as to their education, and the Lincoln bill is of the same tenor.

"But these bills should be applied to those immigrants who come into the country anew and not having any connection with the so-called domiciled aliens, and they should be applied only to those immigrants who propose to be admitted to the United States in the future.

"Among millionaires and influential men, these so-called domiciled aliens would be a great menace. We could find a great many such persons in the Hawaiian Islands who, for love of their mother country, will not become naturalized Americans, but in accordance with the ruling of the supreme court, such persons will receive treatment similar to that administered the new immigrants. A great many so-called Americans are immigrants who still retain a love for their mother country. For example, Andrew Carnegie, not being able to forget his own country, has a summer home in Scotland to which he pays a visit now and then. The descendants of Ireland now living in the United States remember the merits of their ancestors and celebrate St. Patrick's Day annually. Tammany, which controls the New York administration, is Irish, so to speak. Then, there is Theodore Roosevelt, who is a descendant of Hollanders, and Immigration Commissioner Caminetti, who is of Italian birth. We think, then, that if this law applied to Japanese, it will apply to a great many other nationalities."

MONUMENTS

ALL SIZES.
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CHIEF NEED OF MAUI AT PRESENT IS 'GOOD ROADS'

Other Important Things on the List But are More or Less of a Local Character

HIGHWAYS BADLY IN NEED OF PROMPT IMPROVEMENT

Suggestions for Raising Funds To Carry Out Improvements That Are Imperative

(Staff Correspondence.)

WAILUKU, Maui, Jan. 21.—The greatest and most imperative need of the island of Maui is roads. There are other important things needed, but they are all more or less local in character. Even harbor improvements and wharves, I believe, should take second place—albeit a very close second—to the completion of the belt road from Lahaina on West Maui, clear through to Hana at the extreme end of East Maui. The distance between these points is about 85 miles, and about 15 of this distance at the present has no vehicle road of any kind. Almost all of the present road, however, is excellent as to grade, and all is feasible to all kind of traffic except during exceptionally bad weather.

There is no question that at the present time public opinion on this question is far from unanimous; but certain it is that it must become so before Maui can begin to realize on some of its greatest assets. But there are evidences that the people of Maui are beginning to appreciate the "get-together" movements which have meant so much to Honolulu and Hilo, and when this spirit is fully developed Maui must cease to be an island of isolated communities badly separated geographically and dependent for their welfare upon their individual efforts. As it is at present there are hundreds of persons living in central and west Maui who have no first hand information at all of a very large portion of east Maui. I have known many who have never been to Hana overland, a distance of some 60 miles from Wailuku, for the reason that some 25 miles

(Continued on page four)

MATSONIA MAY REACH HONOLULU ON MONDAY P.M.

Should Effort Be Made to Break Record Reception Plans May Prove Vain

That the new Matson Navigation liner Matsonia, on her maiden voyage from San Francisco to Honolulu would figure in a speed trial was the belief this morning following the statement that there was a possibility that this vessel would make her initial appearance in Honolulu harbor Monday afternoon or evening instead of Tuesday morning, according to the schedule set for the liner.

It was pointed out that the Wilhelm was put through the paces on the occasion of her maiden voyage from the coast to the islands.

Before the Wilhelm sailed for the mainland, it was given out that it was the intention of the company to test the machinery in the Matsonia to an extent that the late addition to the Matson fleet might be crowded for all the speed of which her engines are capable, with a view to establishing a record.

All plans and preparations now completed or in progress for the reception of the Matsonia at the port of Honolulu have been made with the expectation that the vessel will reach destination at an early hour Tuesday morning. Should the intention to hasten the arrival of the new liner prove correct, the several committees in charge of arrangements will need to revise their program.

Castle & Cooke, local representatives for the Matsonia, were advised today that the Matsonia in sailing from San Francisco was supplied with 1500 tons of cargo for discharge at Honolulu, while 240 tons of freight will be forwarded to Hilo. It is the present intention to dispatch the liner for the Hawaii port Thursday afternoon, to return to Honolulu Sunday, February 8.

ISIDOR JACOBS SEES BIG FUTURE FOR PINEAPPLES

President Cal. Canneries Company Beams Optimism and Confidence

SEES GREAT PROSPECTS THROUGH PANAMA CANAL

Declares Wilson Greatest President and Predicts Sugar Industry Will Survive

Isidor Jacobs, president of the California Canneries Company and head of the Hawaiian Pineapple Canneries Company, who arrived from San Francisco by the Siberia Thursday, will appear before the directors of the latter company tomorrow to outline his plans for the development of the pineapple industry in the islands.

In an interview with the Star-Bulletin this morning, Mr. Jacobs made glowing predictions for the Hawaiian pineapple. With the opening of the Panama canal, he sees it finding its way into European markets, where it is almost unknown today. He sees also the country about to enter into a new era, an era of prosperity, and along with this prediction he declares President Wilson the greatest chief executive the country has ever had.

"The pineapple industry is destined to be very much greater than anticipated," he said. "There has been a depression during the past season, but this was natural and due to the peculiar financial conditions existing throughout the world. The result of this depression not only affected the sale of canned pineapples, but every other commodity. The buyers throughout the world would purchase only on the hand-to-mouth basis. Notwithstanding, the lower prices in canned pineapples resulted in entirely cleaning up many grades. Predicts Bright Future."

"Hawaiian canned pineapples are acknowledged everywhere to be the highest type of quality. With the distinctly improved financial conditions, now beginning, due to the passage of the new currency bill, new trade will spring up in all directions, and a

(Continued on page three)

AUTO-OWNERS ARE LACKING SPIRIT, SAYS DOUGHERTY

Carnival Director Points Out That More Machines Should Enter Into Parade

Are the automobile owners of Honolulu lacking in public spirit and in civic pride? Is there something about owning a joy-wagon that makes its proprietor take the famous Vanderbilt view of the public? These are questions raised by some remarks made this morning by James D. Dougherty, director-general of the Mid-Pacific Carnival. Mr. Dougherty, a fact, gave a somewhat hot roast of the automobilists as a class and said he was perfectly willing to be quoted and back up what he had to say.

Asked how the Floral Parade entries were coming on, as far as automobiles were concerned, Mr. Dougherty said that they were breaking all previous records, but he went on to add that they were still most shamefully below what Honolulu could and should do in the way of entries.

"We have about 1400 registered automobiles," said Mr. Dougherty, "and anyone can figure how many of them might be in line for a floral parade such as is being prepared. We are already assured of more entries than there have been for other parades, and I am naturally tickled to death with the showing that is going to be made. But that does not at all prevent me from being disgusted now and then when I think of what might be."

"One point I wish to make is that owners of autos really ought to be anxious to get in line—not waiting to be asked. The parade is a great public enterprise, for the benefit of our whole territory, not merely in a commercial sense, but as a matter of civic pride and mutual enjoyment. We set out to entertain one another and also to entertain a large crowd of visitors, whom we have invited from all over the world. We arrange for a great parade, one principal feature of which is decorated automobiles. Now, one would think that owners of good autos would fall over one another

LABOR MEETING HEARS CHARGES GOMPERS DRUNK

Convention of United Mine Workers Thrown Into Uprow by Delegate's Words

ILLINOIS MAN SAYS HE SAW HOTEL DEBAUCH

Declares Veteran Union Leader Was Disorderly in Seattle Last Year

(Associated Press Cable.)

INDIANAPOLIS, Ind., Jan. 30.—Charges launched at President Samuel Gompers of the American Federation of Labor today threw into a tremendous uproar the convention of the United Mine Workers, which is closing its two weeks' work.

The charges were made by Duncan McDonald, of Illinois, a delegate to the convention. Taking the floor, he made



SAMUEL GOMPERS
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a vehement speech, declaring that Gompers had been discovered "gloriously drunk" during the convention of the American Federation of Labor at Seattle late in 1913.

McDonald declared that he and his wife had occupied a hotel room adjacent to that of Gompers. He said that the noise in Gompers' room kept him awake and that he finally protested to the night manager of the hotel, who informed the inmates of the room that they were disturbing the entire floor and must vacate the room. The noise only increased, McDonald asserted, and went on to say that he had finally entered the room and found President Gompers at the head of a table, bottle in hand.

The charges threw the entire convention into an uproar. Cheers for McDonald were mingled with cries of "Liar!" "Slanderer," and the convention for a few minutes was disorderly. Threats against McDonald were shouted from among the delegates.

RADICAL CHANGE IN ROAD POLICY IS AGREED UPON

Supervisors in Caucus Plan to Concentrate Resources on Shabby City Streets

A radical change in the policy of the board of supervisors in the improvement of roads, as agreed upon at an important caucus of the supervisors held yesterday afternoon.

The change calls for the switching of virtually all the money in the permanent improvement fund, as well as the money which will be borrowed from the general fund for road building, to Honolulu for the improvement of the thoroughfares in the city proper. This means that the \$46,000 contract for the extension of the road through the Koolapoko district, for which work John H. Wilson put in the only bid, will not be carried out. It also means that Beretania street

ATLANTIC BOAT LOST

SINKS IN TEN MINUTES

Passengers And Crew, Flinging Themselves Into Icy Waters, Are Numbered at Once—Fatality Comes More Sharply Than in Titanic or Volturno Disasters—Nantucket, Bow Smashed, Makes Port

(Associated Press Cable)

NORFOLK, Va., Jan. 30.—An ocean disaster less awful in the extent of its death toll but striking with sharper fatality than those of the Titanic and Volturno sent forty-nine people to their deaths in the waters of the Atlantic at an early hour this morning.

The M. & M. liner Nantucket at 2 o'clock this morning, with a dense fog hanging over the sea, struck the Old Dominion liner Monroe amidships. Cut almost in half, the Monroe reeled under the blow, the water burst into the battered hold and within ten minutes the liner sunk. Twenty-five of the passengers and 24 of the crew were drowned.

Thirty passengers and fifty-five members of the crew were rescued.

The dead include 1st Lieutenant Le Grand B. Curtis of the Coast Artillery; Charles Jelleff, the well-known playwright; Hilda Haviland, leading lady of the Macaria Theatrical Company; and George Lewis, stage manager of the company.

At the time of the accident everyone save the men on deck was asleep. There was no time to lower the Monroe's boats and not a boat was taken from the davits.

As the Monroe lurched and roared down into the waters, the Nantucket, backing off a few rods, flashed a searchlight over the waves and picked up all who could be seen in the water. But the rescue work was largely made fruitless by the intense cold of the water, the icy chill striking the swimmers and numbing them in a few minutes.

Though the Nantucket's bow was smashed, she was able to proceed to Norfolk under her own steam.

Responsibility for the accident has not been determined. An investigation will be begun at once.

The suddenness with which the disaster was completed is almost unparalleled. At the tremendous shock of the collision, passengers and crew leaped from berths and rushed to the deck, but many of them never reached it, being penned below while the vessel was sinking. Those who were able to get to the deck saw at once the extent of the blow and many flung themselves into the sea.

The S. S. Monroe is in the trade between Boston and New York, is equipped with wireless, submarine and signal service. She is the property of the Old Dominion line. The dimensions are: 2396 tons net, 345 feet long, 46 feet beam and 29 feet deck.

The S. S. Nantucket is owned by the Merchants & Miners' Transportation Company of Baltimore and is in the trade between Baltimore and Boston, under command of Captain Perry. She is equipped with wireless. Dimensions of Nantucket, 1767 tons, net, 274 feet long, 42 feet beam and 26 feet deck.

Senate Committee Now Favors Peace Pacts With Many Nations

(Associated Press Cable)
WASHINGTON, D. C., Jan. 30.—The senate committee on foreign relations today voted to recommend to the senate the immediate ratification of general arbitration treaties with Japan and Great Britain and 23 other countries.

Pancho Villa Ready To Press Attack on Torreon

(Associated Press Cable)
JUAREZ, Mex., Jan. 30.—Gen. Pancho Villa, head of the Constitutional army, today began a general advance against Torreon. He will probably attack Saltillo first.

Wabash Railroad Will Be Sold

(Associated Press Cable)
ST. LOUIS, Mo., Jan. 30.—The United States circuit court today authorized a foreclosure sale of the Wabash Railroad at an upset price of \$34,000,000. The Equitable Trust Company of New York holds \$41,000,000 of the road's bonds, defaulted since 1906.

(Additional cable on page twelve)

SAYS RED, WHITE, BLUE, GREEN AND YELLOW MAKE A PERFECT COMBINATION

That the green and yellow "Aloha Wreath," the emblem adopted by the 1914 Carnival, will not clash with the national colors, is demonstrated by an attractive display which the decorations committee has placed in the show window of Dimond & Company. Says Emil A. Berndt, chairman of the committee, a number of local business men, when seen by the committee regarding using the green and yellow colors into close contact. The decorations committee has arranged its display shows that the colors of the emblem and of the nation form an almost perfect and exceedingly pleasing combination, says Berndt. The background of the window is hung with American and Hawaiian flags, and the green and yellow wreaths have been arranged so as to bring the several colors into close contact. The decorations committee is now working on the details of the display.